

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**LISTING OF CLAIMS:**

Claims 1-13 (canceled).

Claim 14 (new): An actuation force transmission mechanism for a shift control device in a vehicle, the shift control device arranged to perform shift control in which a shift actuator is stroked by a predetermined amount to rotate a shift shaft, the actuation force transmission mechanism comprising:

first and second coupling parts coupled together and arranged to provide a relative movement therebetween in a linear direction, the first coupling part arranged to be coupled to the shift actuator, and the second coupling part arranged to be coupled to the shift shaft;

a biasing mechanism arranged to urge the first and second coupling parts toward a neutral position; and

a stopper mechanism arranged to stop the relative movement between the first and second coupling parts when the one of the first and second coupling parts is moved from the neutral position against an urging force of the biasing mechanism; wherein

the actuation force transmission mechanism is arranged such that, when a resistive force acts linearly against the movement of the actuation force transmission mechanism, the first coupling part moves relative to the second coupling part against the urging force of the biasing mechanism until the first coupling part is stopped by the stopper mechanism, and in response to a continuing resistive force, the first and second coupling parts move together when the first coupling part is stopped by the stopper mechanism.

Claim 15 (new): The actuation force transmission mechanism according to claim

14, wherein the first coupling part includes a cylindrical member and the second coupling part includes a rod, the cylindrical member including a cavity arranged to receive at least a portion of the rod therein.

Claim 16 (new): The actuation force transmission mechanism according to claim 15, wherein the biasing mechanism includes a coil spring, the coil spring is arranged intermediate of the rod and the cylindrical member and to provide the urging force in the linear direction between the rod and the cylindrical member.

Claim 17 (new): The actuation force transmission mechanism according to claim 16, wherein the rod includes portions having different diameters including a large diameter portion arranged to contact an end of the coil spring.

Claim 18 (new): The actuation force transmission mechanism according to claim 15, wherein the cylindrical member includes a step on an inner surface thereof, and the step defines a portion of the stopper mechanism.

Claim 19 (new): The actuation force transmission mechanism according to claim 15, wherein the cylindrical member includes a plurality of members including inner and outer surfaces.

Claim 20 (new): The actuation force transmission mechanism according to claim 19, wherein the cylindrical member includes a plurality of cylindrical segments.

Claim 21 (new): The actuation force transmission mechanism according to claim 14, wherein the first and second coupling parts include distal ends, and the first and second coupling parts are arranged such that the distal ends thereof overlap each other in the linear direction.

Claim 22 (new): The actuation force transmission mechanism according to claim 14, further comprising a coupling rod coupling the shift actuator to the shift shaft, wherein the actuation force transmission mechanism is disposed along an intermediate portion of the coupling rod.

Claim 23 (new): The actuation force transmission mechanism according to claim 22, further comprising a case housing the actuation force transmission mechanism, wherein the case is held by the coupling rod.

Claim 24 (new): The actuation force transmission mechanism according to claim 14, wherein the actuation force transmission mechanism is disposed outside an engine case.

Claim 25 (new): A vehicle comprising:  
the actuation force transmission mechanism according to claim 14.